

Return To Jim Cox

Q# 2465

FWA-97-235-510

DEPT. OF TRANSPORTATION

DRIVER'S SURVEY. The FHWA announced a Notice of Proposed Rulemaking (ANPRM) on November 1996. The period for comment was to close on March 31, 1997, but has been extended to JUNE 30, 1997, to allow additional comments. Your opinion about future work-hours are vital to this rulemaking, and will be your only opportunity to express your views where they will be heard.

The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you, and forward this questionnaire to:

DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-86-25, FHWA, DOT,
ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:

☐ 8 hours max. ☐ 11 hours max.
☐ 9 hours max. ☐ 12 hours max.
☒ 10 hours max. ☐ 13 hours max.

In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:

☐ 12 hours max. ☐ 13 hours max.
☒ 14 hours max. ☐ 15 hours max.

In my opinion, the minimum consecutive off-duty time between work/driving periods should be:

☐ 8 hours ☐ 9 hours ☒ 10 hours
☐ 11 hours ☐ 12 hours

In my opinion, CMV drivers should be paid, based on:

☐ percentage of revenue ☐ hourly
☒ running miles & hourly ☐ flat rate

In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:

☐ none ☐ 1 hour ☒ 2 hours
☐ 3 hours ☐ 4 hours

All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.

☒ yes ☐ no

In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is:

☐ 4 hours ☒ 5 hours ☐ 6 hours
☐ 7 hours ☐ 8 hours ☐ 9 hours

In my opinion, early morning driving time (e.g., 1:00 a.m.-6:00 a.m.) should be restricted.

☐ yes ☐ no

In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.

☒ yes ☐ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

☒ yes ☐ no

Should the FHWA require on-board speed-limiting devices?

☐ yes ☒ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

☒ yes ☐ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

☐ yes ☒ no

name Ramon P. BARLER
 address 1650 STELLAR DRIVE
 city MT. TOY, PA
 state, zip PA 17552

Optional.....
 age 44 sex: M f
22 years in the industry
8 years as a driver

2/1 pgs

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DEPT. OF TRANSPORTATION

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DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-86-28, FHWA, DOT,
ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:

- ☐ 8 hours max. ☐ 11 hours max.
☒ 9 hours max. ☐ 12 hours max.
☒ 10 hours max. ☐ 13 hours max.

In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:

- ☐ 12 hours max. ☒ 13 hours max.
☐ 14 hours max. ☒ 15 hours max.

In my opinion, the minimum consecutive off-duty time between work/driving periods should be:

- ☐ 8 hours ☐ 9 hours ☒ 10 hours
☐ 11 hours ☐ 12 hours

In my opinion, CMV drivers should be paid, based on:

- ☒ percentage of revenue ☐ hourly
☒ running miles & hourly ☐ flat rate

In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:

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☐ 3 hours ☐ 4 hours

All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.

- ☒ yes ☐ no

In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is:

- ☐ 4 hours ☒ 5 hours ☐ 6 hours
☐ 7 hours ☐ 8 hours ☐ 9 hours

In my opinion, early morning driving time (e.g., 1:00 a.m.-5:00 a.m.) should be restricted.

- ☐ yes ☒ no

In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.

- ☒ yes ☐ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

- ☐ yes ☒ no

Should the FHWA require on-board speed-limiting devices?

- ☒ yes ☐ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

- ☒ yes ☐ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

- ☐ yes ☒ no

name WAYNE M. BARLEY
 address 2001 DREXEL AVE.
 city LANCASTER, PA.
 state, zip 17602

Optional.....
 age 60 sex: (M) 1
40 years in the industry
38 years as a driver

Return To Jim Cox

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In my opinion, the minimum consecutive off-duty time between working periods should be:

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☐ 11 hours ☐ 12 hours

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☒ yes ☐ no

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☒ yes ☐ no

Should the FHWA require on-board speed-limiting devices?

☒ yes ☐ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

☒ yes ☐ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

☒ yes ☐ no

name John W. Brubaker
 address 1305 Donegal Springs Rd.
 city Mount Joy
 state, zip PA 17552-9031

Optional.....
 age 53 sex: (m) f
30 years in the industry
30 years as a driver

Return To Jim Cox

DEPT. OF TRANSP.

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- ☐ yes ☒ no

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- ☒ yes ☐ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

- ☒ yes ☐ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

- ☒ yes ☐ no

Should the FHWA require on-board speed-limiting devices?

- ☐ yes ☒ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

- ☐ yes ☒ no

name Ronald E. Galloway
 address 220 SICKYARD RD.
 city LITITZ, Pa.
 state, zip Pa. 17543

Optional.....

age 53 sex: m f
26 years in the industry
26 years as a driver

DRIVER'S SURVEY. The FHWA announced a Notice of Proposed Rulemaking (ANPRM) in November, 1996. The period for comment was to close on March 31, 1997, but has been extended to JUNE 30, 1997, to allow additional comments. Your opinion about the proposed rulemaking, and will be your only opportunity to express your views where they will be heard. The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you, and forward this questionnaire to:

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☒ yes ☐ no

Should the FHWA require on-board speed-limiting devices?

☒ yes ☐ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

☐ yes ☒ no

name JOSEPH W. CLARK
address 205 KIMBERLY LN
city ST. PETERS
state, zip MO 63376-4035

Optional.....
age 61 sex: (M) f
26 years in the industry
45 years as a driver

Return To Jim Cox

DEPT. OF TRANSPORTATION

DRIVER'S SURVEY The FHWA announced a Notice of Proposed Rulemaking (ANPRM) in November, 1995. The period for comment was to close on March 31, 1997, but has been extended to JUNE 30, 1997, to allow additional comments. Your opinion about future work-hours are vital to this rulemaking, and will be your only opportunity to express your views before they will be heard.

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☒ yes ☐ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

☒ yes ☐ no

Should the FHWA require on-board speed-limiting devices?

☐ yes ☒ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

☒ yes ☐ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

☐ yes ☒ no

name Adriana Clemente
 address 620 JUNIATA ST.
 city LANCASTER, PA
 state, zip 17602

Optional.....
 age 52 sex: (M) f
20 years in the industry
230 years as a driver

RETURN TO JIM COX

DEPT. OF TRANSPORTATION
97 JUN 20 AM 10:25
DOCKET CLERK
ATTN: FHWA DOCKET NO. MC-86-28, FHWA, DOT,
ROOM 4222, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

DIVISION SURVEY. The FHWA announced Notice of Proposed Rulemaking (NPRM) in November, 1986. The period for comment was to close on March 31, 1987, but has been extended to JUNE 30, 1987, to allow additional comments. Your opinion about future work hours are vital to this rulemaking, and will be your only opportunity to express your views as they will be heard. The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you, and forward this questionnaire to:

**DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-86-28, FHWA, DOT,
 ROOM 4222, 400 SEVENTH ST., SW, WASHINGTON, DC 20590**

In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:

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☐ 8 hours ☐ 9 hours ☒ 10 hours
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In my opinion, CMV drivers should be paid, based on:

☐ percentage of revenue ☐ hourly
☒ running miles & hourly ☐ flat rate

In my opinion, when a CMV driver encounters adverse weather/driving conditions, he/she should be allowed to drive the following extra hours to complete a run:

☐ none ☐ 1 hour ☒ 2 hours
☐ 3 hours ☐ 4 hours

All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.

☒ yes ☐ no

In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is:

☐ 4 hours ☐ 5 hours ☐ 6 hours
☐ 7 hours ☐ 8 hours ☐ 9 hours

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☐ yes ☒ no

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☒ yes ☐ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

☒ yes ☐ no

Should the FHWA require on-board speed-limiting devices?

☐ yes ☒ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

☐ yes ☒ no

name Eileen Cruz
 address 795 Sunset Stone
 city Lebanon Pa
 state, zip PA 17042

Optional.....
 age 55 sex: M m f
32 years in the industry
32 years as a driver

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ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION
97 JUN 20 AM 10:16

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☒ yes ☐ no

Should the FHWA require on-board speed-limiting devices?

☐ yes ☒ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

☐ yes ☒ no

name DONALD L. DAWLEY
address 544 W 4TH ST
city TRENTON
state, zip IL 62293

Optional.....
age 56 sex: M ☒ 1
30 years in the industry
30 years as a driver

Return To Jim Cox

DEPT. OF TRANSPORTATION

DRIVER'S SURVEY. The FHWA announced a Notice of Proposed Rulemaking (NPRM) in November 1986. The period for comment was to close on March 31, 1987, but has been extended to JUNE 30, 1987, to allow additional comments. Your opinion about future work-hours are vital to this rulemaking, and will be your only opportunity to express your views where they will be heard.

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☒ yes ☐ no

In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.

☒ yes ☐ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

☒ yes ☐ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

☒ yes ☐ no

Should the FHWA require on-board speed-limiting devices?

☒ yes ☐ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

☒ yes ☐ no

name THOMAS HEW DRICKSON
address 329 OWB HILL RD
city LITITZ
state, zip P.A. 17543

Optional.....

age 56 sex: (M) f
30 years in the industry
30 years as a driver

Return To Jim Cox

DEPT. OF TRANSPORTATION
ADVISORY BOARD
57 JUN 20 AM 10:21

DRIVER'S SURVEY. The FHWA announced a Notice of Proposed Rulemaking (NPRM) in November 1995. The period for comment was to close on March 31, 1997, but has been extended to JUNE 30, 1997, to allow additional comments. Your opinion about future work hours are vital to this rulemaking, and will be your only opportunity to express your views where they will be heard. The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you, and forward this questionnaire to:

DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-96-28, FHWA, DOT,
ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:

☒ 8 hours max. ☐ 11 hours max.
☒ 9 hours max. ☐ 12 hours max.
☐ 10 hours max. ☐ 13 hours max.

In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:

☒ 12 hours max. ☐ 13 hours max.
☐ 14 hours max. ☐ 15 hours max.

In my opinion, the minimum consecutive off-duty time between work/driving periods should be:

☐ 8 hours ☐ 9 hours ☐ 10 hours
☐ 11 hours ☒ 12 hours

In my opinion, CMV drivers should be paid, based on:

☒ percentage of revenue ☐ hourly
☒ running miles & hourly ☐ flat rate

In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:

☒ none ☐ 1 hour ☐ 2 hours
☐ 3 hours ☐ 4 hours

All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.

☒ yes ☐ no

In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is:

☒ 4 hours ☐ 5 hours ☐ 6 hours
☐ 7 hours ☐ 8 hours ☐ 9 hours

In my opinion, early morning driving time (e.g., 1:00 a.m.-5:00 a.m.) should be restricted.

☒ yes ☐ no

In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.

☒ yes ☐ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

☐ yes ☒ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

☒ yes ☐ no

Should the FHWA require on-board speed-limiting devices?

☒ yes ☐ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

☐ yes ☒ no

name Bob Frame
address 29 MARIE AVE
city MANHEIM
state, zip PA 17545

Optional.....
age 41 sex: (m) f
7 years in the industry
5 years as a driver

RETURN TO JIM COX

DEPT. OF TRANSPORTATION

DRIVER'S SURVEY. The FHWA announced a Notice of Proposed Rulemaking (NPRM) on November 14, 1986. The period for comment was to close on March 31, 1987, but has been extended to JUNE 30, 1987, to allow additional comments. Your opinion about future work hours are vital to this rulemaking, and will be your only opportunity to express your views where they will be heard.

The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you, and forward this questionnaire to:

DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-86-25, FHWA, DOT,
ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:

- ☐ 8 hours max. ☐ 11 hours max.
☐ 9 hours max. ☐ 12 hours max.
☒ 10 hours max. ☐ 13 hours max.

In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:

- ☐ 12 hours max. ☒ 13 hours max.
☐ 14 hours max. ☐ 15 hours max.

In my opinion, the minimum consecutive off-duty time between work/driving periods should be:

- ☒ 3 hours ☐ 9 hours ☐ 10 hours
☐ 11 hours ☐ 12 hours

In my opinion, CMV drivers should be paid, based on:

- ☒ percentage of revenue ☐ hourly
☒ running miles & hourly ☐ flat rate

In my opinion, when a CMV driver encounters adverse weather/driving conditions, he/she should be allowed to drive the following extra hours to complete a run:

- ☐ none ☐ 1 hour ☒ 2 hours
☐ 3 hours ☐ 4 hours

All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.

- ☒ yes ☐ no

In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is:

- ☒ 4 hours ☐ 5 hours ☐ 6 hours
☐ 7 hours ☐ 8 hours ☐ 9 hours

In my opinion, early morning driving time (e.g., 1:00 a.m.-6:00 a.m.) should be restricted.

- ☐ yes ☒ no

In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.

- ☐ yes ☒ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

- ☐ yes ☒ no

Should the FHWA require on-board speed-limiting devices?

- ☐ yes ☒ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

- ☒ yes ☐ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

- ☐ yes ☒ no

name Robert W. Johnson
address RD 3 Box 64
city Lewistown
state, zip PA 17044

Optional.....
age 56 sex: (M) f
33 years in the industry
33 years as a driver

Return To Jim Cox

DRIVER'S SURVEY. The FHWA announced a Notice of Proposed Rulemaking (NPRM) in November, 1986. The period for comment was to close on March 31, 1987, but has been extended to JUNE 30, 1987 to allow additional comments. Your opinion about future work-hours are vital to this rulemaking, and will be your only opportunity to express your views where they will be heard. The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you and forward this questionnaire to:

DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-86-25, FHWA, DOT,
ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:

☐ 8 hours max. ☐ 11 hours max.
☒ 9 hours max. ☐ 12 hours max.
☐ 10 hours max. ☐ 13 hours max.

In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:

☐ 12 hours max. ☒ 13 hours max.
☐ 14 hours max. ☐ 15 hours max.

In my opinion, the minimum consecutive off-duty time between work/driving periods should be:

☐ 8 hours ☐ 9 hours ☒ 10 hours
☐ 11 hours ☐ 12 hours

In my opinion, CMV drivers should be paid, based on:

☒ percentage of revenue ☐ hourly
☐ running miles & hourly ☐ flat rate

In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:

☐ none ☐ 1 hour ☒ 2 hours
☐ 3 hours ☐ 4 hours

All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.

☒ yes ☐ no

In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is:

☐ 4 hours ☐ 5 hours ☐ 6 hours
☐ 7 hours ☒ 8 hours ☐ 9 hours

In my opinion, early morning driving time (e.g., 1:00 a.m.-6:00 a.m.) should be restricted.

☐ yes ☒ no

In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.

☐ yes ☒ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

☒ yes ☐ no

Should the FHWA require on-board speed-limiting devices?

☐ yes ☐ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

☒ yes ☐ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

☐ yes ☒ no

name Jim Juranis
address 19 Chelsea Drive
city Woburn
state, zip MA. 01950

Optional.....
age 39 sex: M
18 years in the industry
18 years as a driver

RETURN TO JIM COX

DEPT. OF TRANSPORTATION
DOCKET CLERK

DRIVER'S SURVEY. The FHWA announced a Notice of Proposed Rulemaking (NPRM) in November 1986. The period for comment was to close on March 31, 1987, but has been extended to JUNE 30, 1987, to allow additional comments. Your opinion about future work hours are vital to this rulemaking, and will be your best opportunity to express your views where they will be heard.

The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you, and forward this questionnaire to:

DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-86-28, FHWA, DOT,
ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:

- ☐ 8 hours max. ☐ 11 hours max.
☒ 9 hours max. ☐ 12 hours max.
☒ 10 hours max. ☐ 13 hours max.

In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:

- ☒ 12 hours max. ☐ 13 hours max.
☒ 14 hours max. ☐ 15 hours max.

In my opinion, the minimum consecutive off-duty time between work/driving periods should be:

- ☐ 8 hours ☐ 9 hours ☐ 10 hours
☐ 11 hours ☒ 12 hours

In my opinion, CMV drivers should be paid, based on:

- ☒ percentage of revenue ☐ hourly
☒ running miles & hourly ☐ flat rate

In my opinion, when a CMV driver encounters adverse weather/driving conditions, he/she should be allowed to drive the following extra hours to complete a run:

- ☒ none ☐ 1 hour ☐ 2 hours
☐ 3 hours ☐ 4 hours

All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.

- ☒ yes ☐ no

In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is:

- ☐ 4 hours ☒ 5 hours ☐ 6 hours
☐ 7 hours ☒ 8 hours ☐ 9 hours

In my opinion, early morning driving time (e.g., 1:00 a.m.-6:00 a.m.) should be restricted.

- ☐ yes ☒ no

In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.

- ☒ yes ☐ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

- ☒ yes ☐ no

Should the FHWA require on-board speed-limiting devices?

- ☐ yes ☒ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

- ☐ yes ☒ no

name NICHOLAS A. LEONARD
 address 181 LONGMEADOW
 city NEWVILLE, PA
 state PA zip 17241

Optional.....
 age 52 sex: (m) f
30 years in the industry
30 years as a driver

DRIVER'S SURVEY. The FHWA announced a Notice of Proposed Rulemaking (ANPRM) in November, 1996. The period for comment was to close on March 31, 1997, but has been extended to JUNE 30, 1997, to allow additional comments. Your opinion about future work-hours are vital to this rulemaking, and will be your only opportunity to express your views where they will be heard. The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you, and forward this questionnaire to:

DEPT. OF TRANSPORTATION
DOCKET SECTION
97 JUL 20 1997
DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-96-28, FHWA, ROOM: 23
ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:

☐ 8 hours max. ☐ 11 hours max.
☐ 9 hours max. ☐ 12 hours max.
☒ 10 hours max. ☐ 13 hours max.

In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:

☒ 12 hours max. ☐ 13 hours max.
☐ 14 hours max. ☐ 15 hours max.

In my opinion, the minimum consecutive off-duty time between work/driving periods should be:

☐ 8 hours ☐ 9 hours ☐ 10 hours
☐ 11 hours ☒ 12 hours

In my opinion, CMV drivers should be paid, based on:

☐ percentage of revenue ☐ hourly
☒ running miles & hourly ☐ flat rate

In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:

☐ none ☒ 1 hour ☐ 2 hours
☐ 3 hours ☐ 4 hours

All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.

☒ yes ☐ no

In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is:

☐ 4 hours ☐ 5 hours ☐ 6 hours
☐ 7 hours ☐ 8 hours ☒ 9 hours

In my opinion, early morning driving time (e.g., 1:00 a.m.-5:00 a.m.) should be restricted.

☒ yes ☐ no

In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.

☐ yes ☒ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

☐ yes ☒ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

☒ yes ☐ no

Should the FHWA require on-board speed-limiting devices?

☐ yes ☒ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

☐ yes ☒ no

name ELVIN C. LINTON
address 578 WOODLAND DR.
city MANHEIM
state, zip PA. 17545

Optional.....
age 59 sex: (m) f
29 years in the industry
29 years as a driver

Return To Jim Cox

DRIVERS SURVEY: The FHWA announced a Notice of Proposed Rulemaking (NPRM) in November 1995. The period for comment was to close on March 31, 1997, but has been extended to JUNE 30, 1997, making additional comments. Your opinion about future work hours are vital to this rulemaking, and will be your only opportunity to express your views where they will be heard. The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you, and forward this questionnaire to:

DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-96-28, FHWA, DOT,
ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:

- ☐ 8 hours max. ☐ 11 hours max.
☒ 9 hours max. ☐ 12 hours max.
☒ 10 hours max. ☐ 13 hours max.

In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:

- ☐ 12 hours max. ☒ 13 hours max.
☐ 14 hours max. ☒ 15 hours max.

In my opinion, the minimum consecutive off-duty time between work/driving periods should be:

- ☒ 8 hours ☐ 9 hours ☐ 10 hours
☐ 11 hours ☒ 12 hours

In my opinion, CMV drivers should be paid, based on:

- ☒ percentage of revenue ☐ hourly
☒ running miles & hourly ☐ flat rate

In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:

- ☐ none ☐ 1 hour ☒ 2 hours
☐ 3 hours ☐ 4 hours

All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.

- ☐ yes ☒ no

In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is:

- ☐ 4 hours ☐ 5 hours ☐ 6 hours
☒ 7 hours ☐ 8 hours ☐ 9 hours

In my opinion, early morning driving time (e.g., 1:00 a.m.-6:00 a.m.) should be restricted.

- ☐ yes ☒ no

In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.

- ☒ yes ☐ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

- ☒ yes ☐ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

- ☒ yes ☐ no

Should the FHWA require on-board speed-limiting devices?

- ☐ yes ☒ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

- ☐ yes ☒ no

name Andrew W McMillan
 address 621 Barnhard Ave
 city Moscow Pa 17552
 state, zip 17552

Optional.....
 age _____ sex: m f
 years in the industry _____
 years as a driver _____

Return To Jim Cox

DEPT. OF TRANSPORTATION
 DIVISION OF REGULATION
 FEDERAL HIGHWAY ADMINISTRATION
 WASHINGTON, D.C. 20590
 DATE: 03/20/87
 TIME: 10:22 AM
 SUBJECT: CMV DRIVER'S SURVEY
 The FHWA announced a Notice of Proposed Rulemaking (ANPRM) in November, 1986. The period for comment was 60 days. On March 31, 1987, but has been extended to JUNE 30, 1987, to allow additional comments. Your opinion about future work hours are vital to this rulemaking, and will be your only opportunity to express your views where they will be heard.
 The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you, and forward this questionnaire to:

DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-86-28, FHWA, DOT,
 ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:

☐ 8 hours max. ☐ 11 hours max.
☒ 9 hours max. ☐ 12 hours max.
☐ 10 hours max. ☐ 13 hours max.

In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:

☐ 12 hours max. ☒ 13 hours max.
☐ 14 hours max. ☐ 15 hours max.

In my opinion, the minimum consecutive off-duty time between working periods should be:

☐ 8 hours ☐ 9 hours ☐ 10 hours
☐ 11 hours ☒ 12 hours

In my opinion, CMV drivers should be paid, based on:

☐ percentage of revenue ☐ hourly
☒ running miles & hourly ☐ flat rate

In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:

☐ none ☐ 1 hour ☒ 2 hours
☐ 3 hours ☐ 4 hours

All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.

☒ yes ☐ no

In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is:

☐ 4 hours ☒ 5 hours ☐ 6 hours
☐ 7 hours ☐ 8 hours ☐ 9 hours

In my opinion, early morning driving time (e.g., 1:00 a.m.-6:00 a.m.) should be restricted.

☒ yes ☐ no

In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.

☒ yes ☐ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

☐ yes ☒ no

Should the FHWA require on-board speed-limiting devices?

☐ yes ☒ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

☒ yes ☐ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

☒ yes ☐ no

name JAMES E. MILLER
 address 207 MARIEN TERRACE
 city EDMUNDS
 state, zip PA 17522

Optional.....
 age 50 sex: M
25 years in the industry
25 years as a driver

RETURN TO JIM COX

DRIVER'S SURVEY. The FHWA announced Notice of Proposed Rulemaking (NPRM) in November 1990. The period for comment was to close on March 31, 1997, but has been extended to JUNE 30, 1997, to allow for comments. Your opinion about future work hours are vital to this rulemaking, and will be your only opportunity to express your views where they will be heard. The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you, and forward this questionnaire to:

DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-86-28, FHWA, DOT,
ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:

- ☐ 8 hours max. ☐ 11 hours max.
☐ 9 hours max. ☐ 12 hours max.
☒ 10 hours max. ☐ 13 hours max.

In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:

- ☐ 12 hours max. ☐ 13 hours max.
☐ 14 hours max. ☒ 15 hours max.

In my opinion, the minimum consecutive off-duty time between work/driving periods should be:

- ☒ 8 hours ☐ 9 hours ☐ 10 hours
☐ 11 hours ☐ 12 hours

In my opinion, CMV drivers should be paid, based on:

- ☐ percentage of revenue ☐ hourly
☒ running miles & hourly ☐ flat rate

In my opinion, when a CMV driver encounters adverse weather/driving conditions, he/she should be allowed to drive the following extra hours to complete a run:

- ☐ none ☐ 1 hour ☐ 2 hours
☐ 3 hours ☐ 4 hours

All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.

- ☒ yes ☐ no

In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is:

- ☒ 4 hours ☐ 5 hours ☐ 6 hours
☐ 7 hours ☐ 8 hours ☐ 9 hours

In my opinion, early morning driving time (e.g., 1:00 a.m.-6:00 a.m.) should be restricted.

- ☐ yes ☒ no

In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.

- ☒ yes ☐ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

- ☐ yes ☒ no

Should the FHWA require on-board speed-limiting devices?

- ☒ yes ☐ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

- ☐ yes ☒ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

- ☒ yes ☐ no

name John Puckett
 address 35 Blackburn Rd.
 city Quarryville PA.
 state, zip 17566

Optional.....
 age 59 sex: (M) f
39 years in the industry
39 years as a driver

RETURN TO JIM COX

DEPT. OF TRANSPORTATION
JUN 20 AM 10:42

DRIVER'S SURVEY. The FHWA announced a Notice of Proposed Rulemaking on November 1986. The period for comment was to close on March 31, 1987, but has been extended to JUNE 30, 1987, to allow additional comments. Your opinion about future work-hours are vital to this rulemaking, and will be your only opportunity to express your views where they will be heard. The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you, and forward this questionnaire to:

DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-86-25, FHWA, DOT,
ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:

- ☐ 8 hours max. ☐ 11 hours max.
☐ 9 hours max. ☐ 12 hours max.
☒ 10 hours max. ☐ 13 hours max.

In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:

- ☒ 12 hours max. ☐ 13 hours max.
☐ 14 hours max. ☐ 15 hours max.

In my opinion, the minimum consecutive off-duty time between work/driving periods should be:

- ☒ 8 hours ☐ 9 hours ☐ 10 hours
☐ 11 hours ☐ 12 hours

In my opinion, CMV drivers should be paid, based on:

- ☐ percentage of revenue ☐ hourly
☒ running miles & hourly ☐ flat rate

In my opinion, when a CMV driver encounters adverse weather/driving conditions, he/she should be allowed to drive the following extra hours to complete a run:

- ☐ none ☐ 1 hour ☒ 2 hours
☐ 3 hours ☐ 4 hours

All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.

- ☒ yes ☐ no

In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is:

- ☒ 4 hours ☐ 5 hours ☐ 6 hours
☐ 7 hours ☐ 8 hours ☐ 9 hours

In my opinion, early morning driving time (e.g., 1:00 a.m.-6:00 a.m.) should be restricted.

- ☒ yes ☐ no

In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.

- ☒ yes ☐ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

- ☐ yes ☒ no

Should the FHWA require on-board speed-limiting devices?

- ☒ yes ☐ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

- ☒ yes ☐ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

- ☐ yes ☒ no

name FRANK RABBIT
address 970 MT PLEASANT RD.
city QUANNAPSETT PD.
state, zip 17566

Optional Age 57 sex: (M) 1
37 years in the industry
22 years as a driver

Return To Jim Cox

DRIVER'S SURVEY. The FHWA announced a Notice of Proposed Rulemaking (ANPRM) in November, 1995. The period for comment was to close on March 31, 1997, but has been extended to JUNE 30, 1997, to allow additional comments. Your opinion about future work hours are vital to this rulemaking, and will be your only opportunity to express your views where they will be heard. The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you, and forward this questionnaire to:

DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-96-25, FHWA, DOT,
ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:

- ☐ 8 hours max. ☐ 11 hours max.
☐ 9 hours max. ☐ 12 hours max.
☒ 10 hours max. ☐ 13 hours max.

In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:

- ☒ 12 hours max. ☐ 13 hours max.
☐ 14 hours max. ☐ 15 hours max.

In my opinion, the minimum consecutive off-duty time between work/driving periods should be:

- ☐ 8 hours ☒ 9 hours ☒ 10 hours
☐ 11 hours ☐ 12 hours

In my opinion, CMV drivers should be paid, based on:

- ☐ percentage of revenue ☐ hourly
☒ running miles & hourly ☐ flat rate

In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:

- ☐ none ☐ 1 hour ☒ 2 hours
☐ 3 hours ☐ 4 hours

All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.

- ☒ yes ☐ no

In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is:

- ☐ 4 hours ☒ 5 hours ☐ 6 hours
☐ 7 hours ☐ 8 hours ☐ 9 hours

In my opinion, early morning driving time (e.g., 1:00 a.m.-5:00 a.m.) should be restricted.

- ☐ yes ☒ no

In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.

- ☒ yes ☐ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

- ☒ yes ☒ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

- ☒ yes ☐ no

Should the FHWA require on-board speed-limiting devices?

- ☐ yes ☒ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

- ☐ yes ☒ no

name LARRY SEGNER
 address 2342 LAUREL RD
 city NARVON
 state, zip PA 17555

Optional.....
 age 24 sex: m f
24 years in the industry
9 years as a driver

DRIVER'S SURVEY. The FHWA announced a Notice of Proposed Rulemaking (NPRM) in November, 1995. The period for comment was to close on March 31, 1997, but has been extended to JUNE 30, 1997, to allow additional comments. Your opinion about future work-hours are vital to this rulemaking, and will be your only opportunity to express your views where they will be heard.

The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you, and forward this questionnaire to:

DEPT. OF TRANSPORTATION
DOCKET SECTION

97 JUN 20 AM 10:20

DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-96-28, FHWA, DOT,
ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:

☐ 8 hours max. ☐ 11 hours max.
☒ 9 hours max. ☐ 12 hours max.
☒ 10 hours max. ☐ 13 hours max.

In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:

☐ 12 hours max. ☒ 13 hours max.
☐ 14 hours max. ☒ 15 hours max.

In my opinion, the minimum consecutive off-duty time between work/driving periods should be:

☒ 8 hours ☐ 9 hours ☐ 10 hours
☐ 11 hours ☐ 12 hours

In my opinion, CMV drivers should be paid, based on:

☒ percentage of revenue ☐ hourly
☒ running miles & hourly ☐ flat rate

In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:

☐ none ☐ 1 hour ☒ 2 hours
☐ 3 hours ☐ 4 hours

All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.

☒ yes ☐ no

In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is:

☐ 4 hours ☒ 5 hours ☐ 6 hours
☐ 7 hours ☐ 8 hours ☐ 9 hours

In my opinion, early morning driving time (e.g., 1:00 a.m.-5:00 a.m.) should be restricted.

☐ yes ☒ no

In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.

☐ yes ☒ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

☐ yes ☒ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

☒ yes ☐ no

Should the FHWA require on-board speed-limiting devices?

☒ yes ☐ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

☒ yes ☐ no

name David L. Stogah

address PO Box 625

city Richland

state, zip Pa 17089

Optional.....

age 32 sex: (m) f

24 years in the industry

24 years as a driver

Return To Jim Cox

DRIVER'S SURVEY. The FHWA announced a Notice of Proposed Rulemaking (NPRM) in November, 1986. The period for comment was to close on March 31, 1987, but has been extended to JUNE 30, 1987, to allow additional comments. Your opinion about future work-hours are vital to this rulemaking, and will be your only opportunity to express your views where they will be heard.

The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you, and forward this questionnaire to:

DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-86-25, FHWA, DOT,
ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:

- ☐ 8 hours max. ☐ 11 hours max.
☐ 9 hours max. ☐ 12 hours max.
☒ 10 hours max. ☐ 13 hours max.

In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:

- ☐ 12 hours max. ☐ 13 hours max.
☐ 14 hours max. ☒ 15 hours max.

In my opinion, the minimum consecutive off-duty time between work/driving periods should be:

- ☐ 8 hours ☐ 9 hours ☒ 10 hours
☐ 11 hours ☐ 12 hours

In my opinion, CMV drivers should be paid, based on:

- ☒ percentage of revenue ☐ hourly
☐ running miles & hourly ☐ flat rate

In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:

- ☐ none ☐ 1 hour ☒ 2 hours
☐ 3 hours ☐ 4 hours

All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.

- ☒ yes ☐ no

In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is:

- ☐ 4 hours ☒ 5 hours ☐ 6 hours
☐ 7 hours ☐ 8 hours ☐ 9 hours

In my opinion, early morning driving time (e.g., 1:00 a.m.-6:00 a.m.) should be restricted.

- ☐ yes ☒ no

In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.

- ☒ yes ☐ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

- ☐ yes ☒ no

Should the FHWA require on-board speed-limiting devices?

- ☐ yes ☒ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

- ☒ yes ☐ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

- ☐ yes ☒ no

name Richard S. Lidey
 address 3658 Kinnick Dr. H. King
 city Lebanon, Pa.
 state, zip 17046

Optional.....
 age 34 sex: (M) f
29 years in the industry
20 years as a driver

DEADLINE SURVEY: The FHWA announced a Notice of Proposed Rulemaking (ANPRM) in November 1996. The period for comments was to close on March 31, 1997, but has been extended to **JUNE 30, 1997**, to allow additional comments. Your opinion about future work hours are vital to this rulemaking, and will be your only opportunity to express your views when they will be heard.

The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you and forward this questionnaire to:

Optional.....
age sex: (m) f
39 years in the industry
39 years as a driver

Return To Jim Cox

DEPT. OF TRANSPORTATION

DRIVER'S SURVEY. The FHWA announced a Notice of Proposed Rulemaking (ANPRM) in November, 1986. The period for comment was to close on March 31, 1987, but has been extended to JUNE 30, 1987, to allow additional comments. Your opinion about future work-hours are vital to this rulemaking, and will be your only opportunity to express your views where they will be heard.

The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you, and forward this questionnaire to:

DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-86-26, FHWA, DOT,
ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:

☐ 8 hours max. ☐ 11 hours max.
☒ 9 hours max. ☐ 12 hours max.
☒ 10 hours max. ☐ 13 hours max.

In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:

☐ 12 hours max. ☒ 13 hours max.
☐ 14 hours max. ☒ 15 hours max.

In my opinion, the minimum consecutive off-duty time between work/driving periods should be:

☐ 8 hours ☐ 9 hours ☐ 10 hours
☐ 11 hours ☒ 12 hours

In my opinion, CMV drivers should be paid, based on:

☒ percentage of revenue ☐ hourly
☒ running miles & hourly ☐ flat rate

In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:

☒ none ☐ 1 hour ☐ 2 hours
☐ 3 hours ☐ 4 hours

All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.

☒ yes ☐ no

In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is:

☐ 4 hours ☒ 5 hours ☐ 6 hours
☐ 7 hours ☐ 8 hours ☐ 9 hours

In my opinion, early morning driving time (e.g., 1:00 a.m.-6:00 a.m.) should be restricted.

☐ yes ☒ no

In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.

☒ yes ☐ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

☐ yes ☒ no

Should the FHWA require on-board speed-limiting devices?

☐ yes ☒ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

☒ yes ☐ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

☐ yes ☒ no

name FRED W WATERS JR.
 address 1304 LAFORTE ST.
 city LINGLESTOWN
 state, zip PA. 17112

Optional.....

age 42 sex: (M) f
16 years in the industry
16 years as a driver

Return To Jim Cox

DEPT. OF TRANSPORTATION

DRIVER'S SURVEY. The FHWA announced a Notice of Proposed Rulemaking (NPRM) in November, 1996. The period for comment was closed on March 31, 1997, but has been extended to JUNE 30, 1997, to allow additional comments. Your opinion about future work hours are vital to this rulemaking, and will be your only opportunity to express your views where they will be heard.

The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you, and forward this questionnaire to:

DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-96-25, FHWA, DOT,
ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:

☐ 8 hours max. ☐ 11 hours max.
☐ 9 hours max. ☐ 12 hours max.
☒ 10 hours max. ☐ 13 hours max.

In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:

☐ 12 hours max. ☒ 13 hours max.
☐ 14 hours max. ☐ 15 hours max.

In my opinion, the minimum consecutive off-duty time between work/driving periods should be:

☐ 8 hours ☐ 9 hours ☒ 10 hours
☐ 11 hours ☐ 12 hours

In my opinion, CMV drivers should be paid, based on:

☒ percentage of revenue ☐ hourly
☐ running miles & hourly ☐ flat rate

In my opinion, when a CMV driver encounters adverse weather/driving conditions, he/she should be allowed to drive the following extra hours to complete a run:

☒ none ☐ 1 hour ☐ 2 hours
☐ 3 hours ☐ 4 hours

All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.

☒ yes ☐ no

In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is:

☐ 4 hours ☒ 5 hours ☐ 6 hours
☐ 7 hours ☐ 8 hours ☐ 9 hours

In my opinion, early morning driving time (e.g., 1:00 a.m.-5:00 a.m.) should be restricted.

☐ yes ☒ no

In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.

☒ yes ☐ no

In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.

☐ yes ☒ no

Should the FHWA require on-board speed-limiting devices?

☐ yes ☒ no

I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.

☒ yes ☐ no

Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in lieu of conventional log books?

☐ yes ☒ no

name Richard L. Wildescm
address 4626 Mannheim Rd.
city Waynesboro
state, zip PENNA. 17268

Optional.....
age _____ sex: m f
years in the industry _____
years as a driver _____